

The Hongkong Telegraph.

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FRIDAY, APRIL 17, 1903.

五拜禮

號七十月四英港香

\$30 PER ANNUM.

SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, KOBE, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, HOMBAY, SHANGHAI, TIENTSIN, NEWCHIANG, PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 1st March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve 5,500,000
RESERVE LIABILITY OF PROP. TORS. \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TONKINS, Esq., Deputy Chairman.
G. Balloch, Esq. H. Schubert, Esq.
Hon. C. W. Dickson. E. Shellim, Esq.
E. Goetz, Esq. Hon. R. Shewell.
G. H. Medhurst, Esq. N. A. Siebs, Esq.
C. Michelau, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 25th March, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £344,374

HEAD OFFICE—HONGKONG.
Board of Directors:
Chan Kit Shan, Esq. C. Ewens, Esq.
Chow Tung Shang, Esq. J. Lauts, Esq.
Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 15th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Teingtan (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1902. [16]

16

GUARANTY TRUST COMPANY OF NEW YORK
(AMERICAN BANK).
ESTABLISHED 1864.

U.S. Gold
PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VIEUX ROAD.

Banking and Exchange business transacted.

INTEREST ALLOWED
On Current Accounts at 2 per annum.

On Fixed Deposits:

For 3 months 2 1/2 per annum.

" 6 " 3 1/2 "

" 12 " 4 % "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.
NORDDEUTSCHER LLOYD.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, ... Gold \$4,000,000... 4 820,000
Surplus (Reserve) Gold \$4,000,000... 4 820,000

Total Gold \$8,000,000... 4 1,640,000

Capital and Surplus authorised, Gold \$10,000,000
= £2,050,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issue Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4 1/2 per annum.

" 6 " 4 % "

" 3 " 3 % "

HONGKONG—TEMPORARY OFFICE:
PRINCE'S BUILDINGS.

CHARLES R. SCOTT,
Manager.

Hongkong, 7th April, 1903. [16]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1895.

Shanghai Taels;
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON, PEKING, PENANG,
CHINKIANG, SINGAPORE,
CHUNKING, TIENTSIN,
HANKOW.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1/2 per Annum Fixed Deposits for 3 months.

" " " 6 "

" " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £65,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" " " 6 " 3 1/2 "

" " " 3 " 2 1/2 "

T. P. COCHRANE,
Acting Manager.

Hongkong, 2nd June, 1902. [12]

17

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
S'PORE, C'MB'G, Pekin C. R. Longden, R.N.R. About 18th April. Freight only.

SHANGHAI Bengal A. L. Valentini About 24th April. Freight or Passage.

LONDON, &c. Ballarat F. R. Summers Noon, 25th April. Freight or Passage.

* See Special Advertisement.

† Vid SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

‡ Vid SHANGHAI, MOJI and KOUE. (Passing through the Inland Sea).

§ Calling at PENANG if sufficient inducement offers.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 14th April, 1903. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Stearmers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers
and Luggage.

N.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

* KIAUTSCHOU WEDNESDAY, 29th April.

BAVARIA WEDNESDAY, 13th May.

ZITTEN WEDNESDAY, 27th May.

STUTTGART THURSDAY, 11th June.

ROON THURSDAY, 25th June.

PREUSSEN THURSDAY, 9th July.

HAMBURG THURSDAY, 23rd July.

PRINZ HEINRICH THURSDAY, 6th August.

Steamers of the Hamburg-Amerika Linie.

† Calling at AMSTERDAM.

Other Offices:

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.

LONDON-BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

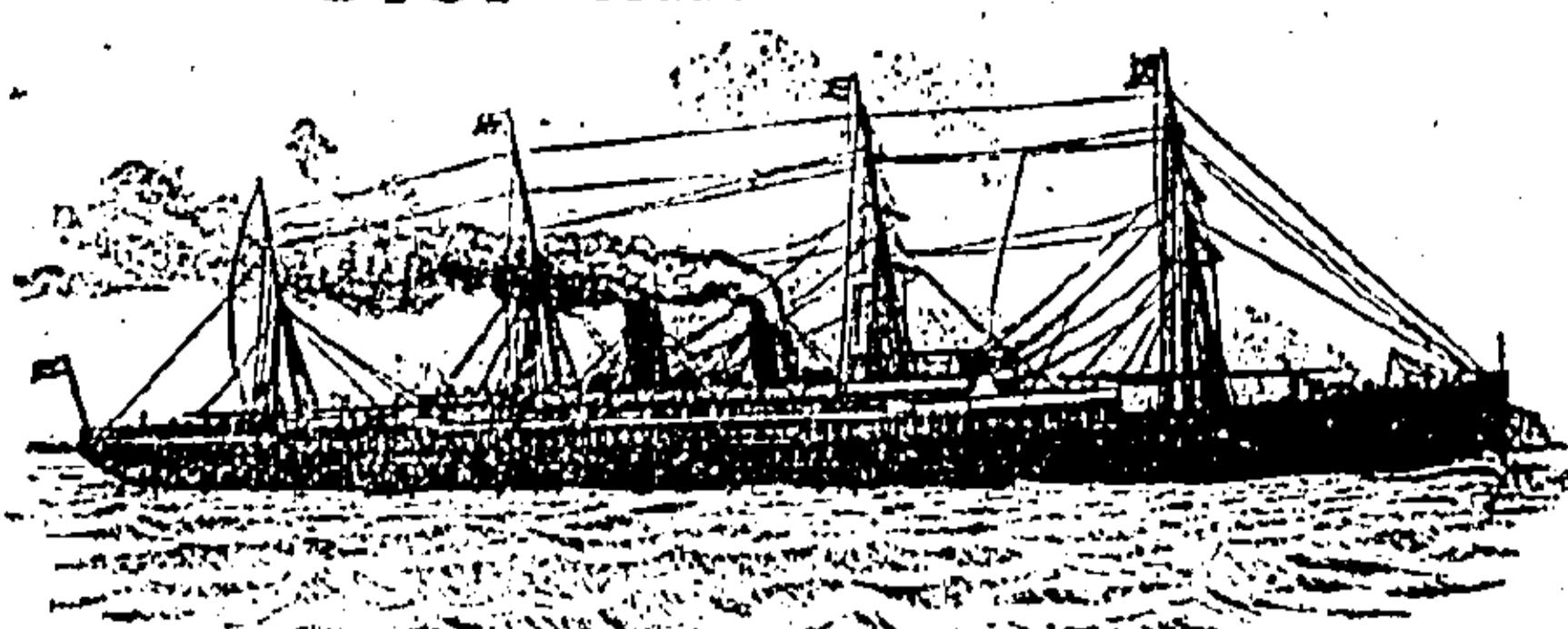
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chamulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotzu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

Details.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	SATURDAY, 18th April, at Noon.
"COPTIC"	SATURDAY, 25th April, at Noon.
"AMERICA MARU"	TUESDAY, 5th May, at Noon.
"KOREA"	WEDNESDAY, 13th May, at Noon.
"GAELIC"	FRIDAY, 22nd May, at Noon.
"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"DODGE"	TUESDAY, 16th June, at Noon.
"NIKKON MARU"	WEDNESDAY, 24th June, at Noon.

Record Trip Yokohama to San Francisco made by ss. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point in route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 11th April, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 22nd April.
"TARTAR"	4,425	WEDNESDAY, 6th May.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 13th May.
"ATHENIAN"	3,882	WEDNESDAY, 27th May.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 3rd June.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 24th June.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 15th July.
"TARTAR"	4,425	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 26th August.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIA OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SAMBIA.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	23rd April.	Freight.
SCHMIDT.....	HAVRE and HAMBURG.	5th May.	Freight.
SERBIA.....	(Calling at SINGAPORE and COLOMBO).	19th May.	Freight.
Rebbelmund.....	HAVRE and HAMBURG.	2nd June.	Freight.
SAXONIA.....	(Calling at SINGAPORE and PENANG).	16th June.	Freight and Passengers.
Brehmer.....	HAVRE and HAMBURG.	30th June.	Freight.
SEGOVIA.....	(Calling at SINGAPORE and COLOMBO).	30th June.	Freight.
Fock.....	HAVRE and HAMBURG.	1st July.	Freight.
STRASBURG.....	(Calling at SINGAPORE and PENANG).	1st July.	Freight.
Madsen.....	HAVRE and HAMBURG.	1st July.	Freight and Passengers.
SULVIA.....	(Calling at SINGAPORE and COLOMBO).	1st July.	Freight.
Horn.....	NEW YORK VIA PORTS.	30th May.	Freight.
NUBIA.....	NEW YORK VIA PORTS.	30th May.	Freight.
von Hoff.....	For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.	30th May.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 14th April, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,163 tons.....	Captain H. D. Jones.
"POWAN,"	2,138	G. F. Morrison, R.N.R.
"FATSHAN,"	2,160	A. W. Dix.
"HANKOW,"	3,073	C. V. Lloyd.
"KINSHAN,"	2,860	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.....	Captain W. E. Clarke.
Do.	from Hongkong to Macao daily at about 1 P.M. as per special Schedule.	Do.

Departures from Hongkong to Macao daily at about 8 A.M. (Sunday excepted).

Do. from Macao to Hongkong daily at about 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,110 tons.....	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. & M. MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING,"	56 tons.....	Captain R. D. Thomas.
"SAINAM,"	583	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 11th April, 1903.

Intimations.

Intimations.

NOTICE.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, NO. 13, Des Vaux Road, Victoria, on WEDNESDAY, the 29th April, 1903, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 26th April, to WEDNESDAY, the 29th April, both days inclusive.

SHIENWAN, TOMES & CO., General Managers.

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CURRENCY.

A Bombay native exchange broker, in his capacity of President of the native shares Stock Exchange and Bullion Brokers' Association, is reported to have said that the currency legislation of 1893 is one of the greatest and the most beneficial acts of State of the last half century; and the benefits conferred by it outweigh by far and away any harm that may have been caused by it. The Currency Act has established the equity, the equilibrium, and the safety between creditors and debtors, between producers and consumers, between wages givers and wages receivers, between employers of all kinds and employees of all kinds, including Government railways and private, and between capital and labour; for what is money, but a measure of value for commodities and for labour. Any Government worthy of its name of a civilized and commercial country, ought to keep its measures of value fixed and constant in relation to the measures of the great and commercial nations of the world; and the transfer and re-transfer of capital from one country to another ought to cost no more than the freight and insurance. The measure of the world is the pound sterling, equal to 20 shillings or 240 pence. All the great commercial nations of the world have kept their measures fixed and constant in relation to the pound sterling. But who are the out-and-out opponents of Currency Legislation? They are the tea and coffee planters, the agents of the spinning mills who charge commission on production, and a hoity-toity of these "The Indian Currency League." And lastly, His Majesty's opposition to the Government of India, the Indian Congress. Take the tea planters. They brought their sterling capital for investment in land in India. Their returns are in sterling and they export all their tea to sterling or gold currency countries. Up to 1871-72 they brought out their capital at the conventional rate of 24d., or they bought their rupees at 24d. each. If in that year the Government of India had followed the lead of the Latin Union and closed the mint to silver, no one could have complained. The rupee would have remained 24d. and India would have been saved the tribulations of a quarter of a century. For in the modern history of trade up to 1872 the rupee was 24d. and no one had conceived it could be anything else. But the Government did not follow the lead, and the rupee continuously declined in relation to gold, until the average rate of the year 1891-92 was 16d. The average of the years 1871-72 to 1891-92 was 19d.

In the year 1893 the Government of India legislated and linked the rupee to 16d. gold unit. If the Government had shown equal courage in the execution of the measures, as they had in carrying it, the rupee would have been saved four years of further tribulations. But surprised and almost frightened at the magnitude of the measure, they behaved like the celebrated Punch's boy who cried "no Poppy" and ran away. Anyhow all the capital brought to India by the planters before the Currency Act of 1893 was at an exchange of over 16d. When any one intends to transfer to another country for investment in land, he makes a close circumstantial and retrospective calculation for a fair return for his risk. He knows the value of the land he is about to purchase and the cost of the labour for clearing it. He bases it at the exchange rate of the day. He calculates on the basis of exchange the annual cost of the sowing, reaping and preparing the produce for the market. Perhaps he puts the rate a little higher for margin. All his calculations, therefore, must have been based on a higher rate of exchange than 16d.; for the average rate between 1871-72 and 1891-92 was over 19d. If he has anything to complain of, it is for not fixing a higher rate by Legislation. If he has anything to complain of, it is the weakness of the Government for allowing its measure of value to depreciate, which made it impossible for him to re-transfer his capital without loss of bulk. Why does he then wish the rupee to go down to its silver value? It is to redress the failure of his calculations; to redress the dis-inclination of the other countries of the world to buy his wares; and to redress the low prices of over-production—all at the expense of the poor coolie.

The other opponents to the Currency Legislation are the Cotton Mill Agents who charge a commission of three pies on production of a pound of yarn. They have not even some of the redeeming features of the planters. For if the planters ask to despoil the coolies, it is for the benefit of the whole body of tea-shareholders. But the Mill Agents ask to despoil them for themselves alone. The commission of 3 pies on every pound of the gross production is equivalent to close upon 10 per cent. of its capital and making allowance for depreciation and reserve funds, a Cotton Mill in Bombay has to earn nearly a 22 or 23 per cent. on its capital to enable it to give a return to the shareholders of 6 or 7 per cent.

Has the rupee appreciated? In 1872 it measured 24c., 28 francs, 2 marcs and 50 cents of the United States dollar. In 1893 it measured 16d., 14 francs, and 33 cents. This is not appreciation. Is the rupee fictitious? If it is fictitious with silver in it of the price of 42d. per oz, then the francs and the American dollars with silver in them of 6d. per oz, are more fictitious still. Yet we have never heard the Frenchman and the Americans say so. If rupee is fictitious, then the Government Paper has no value at all. But you denier to that and say the Government Paper has the Government of India at the back of it, who have tea on all India and all its assets. The rupee has all that behind it and more. It has besides silver of the value of 42d. per oz. Gold in the Currency Department and Gold reserve in London. You say if the rupee is burnt or melted the value is only 2d. But why should you? You do not burn Currency Notes, and if you do, the value is ashes. You do not object to put tariffs on foreign goods to equalize the cost of your home-made goods. Why should you then object to the protection of rupees against depreciations of their cost value?

COTTON MILL INDUSTRY.

The condition of the Mill Industry of Bombay is again causing anxiety. At the annual meeting of the Chamber of Commerce held in Bombay last month, the Honourable Mr. Moses appears to have given a very deplorable account of some of the Bombay mills. He is reported to have said that ten mills were previously sold at one-third of their value; that 12 more were on the verge of bankruptcy and ruin, that 2 mills costing over ten lakhs of rupees were recently sold to some English tourists for the Delhi Durbar at two and a half lakhs; and that, deurette, holders of certain mills cannot get more than 50 per cent. of their face values. The remedy for this deplorable state of affairs are, in his opinion, the adoption of a gold standard of currency in China and the abolition by the Indian Government of export duty on cloth not competing with Manchester.

A SK for ASAHI JAPANESE BEER.

THE ORIENTAL STEAMSHIP COMPANY.

Chicago, March 7th.—Mr. James Hill is making preparations to go after Oriental traffic on a big scale, and to extend his operations to the Hawaiian and Philippine Islands. A move in this direction has been made by the selection of Mr. M. C. Markham, formerly traffic manager of Illinois Central Railroad, to be traffic manager of the Oriental Steamship Company.

Mr. Markham is one of the best known traffic men in the country, and his writings and arguments before the Interstate Commerce Commission upon nearly every knotty traffic problem have been widely quoted. He left for San Francisco to-day, and will sail next Wednesday on the *Shirley*. During his absence he will visit the Hawaiian and Philippine Islands, and tour Japan, China and India and other Asiatic countries, with a view to ascertaining the conditions and making preparations to secure Oriental traffic for Hill lines. Before he returns the new traffic manager will probably enter into many important traffic contracts, for every effort is to be made to secure full loads for Hill's mammoth ships on their first return for the Orient.

THE CHINA STATION.

British interests in China are watched by one of the finest intelligences in the British Navy, a remarkable *The Navy and Army Illustrated*. Vice-Admiral Sir Cyprian Bridge is a seaman of rare endowments, whose opinion commands the fullest confidence at the Admiralty. It is no secret that it was upon his advice that Wei-hai-wei was abandoned as a fixed advanced base. No living officer of the British Navy is so completely imbued with the teachings of history as Sir Cyprian Bridge, and one of its plainest lessons is that if we disclose our purposes our enemy will most certainly do his best to counteract them. Hence the ill-judgment displayed in advertising Wei-hai-wei. Whatever Sir Cyprian Bridge has written—and he yields the pen of a great historian, though few recognise his hand—shows the clearest strategic insight, and a power of applying the lessons of the past to the present day which is rare. It is known that since he went to China he has devoted himself assiduously to the removal of what he described as the "canker of a long peace." A different type of man entirely is the second in command in China Rear-Admiral H. T. Gaskell, C.M.C., a man of action, to be depended upon for loyal support and the striking of heavy blows. In the Cretan troubles so commanding was his presence, and so decisive his action that he received the sobriquet of the "King of Candia." He is proficient both with gloves and foils, and a duel with a French man is said to stand to his credit, ending with an excellent compact of long-life amity. The admiral's career has indeed been rather full of incident, and British interests will suffer nothing in his hands.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory.—

On the 17th at 11.50 a.m. The barometer has fallen over Central Japan, risen elsewhere, particularly over the E. coast of China.

A high pressure area lies over Central China, and pressure is relatively low over Chihli and N. Japan.

Gradients rather steep with strong NE. winds on the China coast, slight with moderate but increasing NE. winds over the N. part of the China Sea.

Forecast:—fresh NE. winds; rainy at first, improving later.

Notice of Firm.

NOTICE.

THE Partnership formerly existing between Messrs. DORABEE NOWROOZEE, I. P. MADAR, and WILLIAM FARMER in connection with the businesses of the NEW VICTORIA and KING EDWARD HOTELS, Hongkong, and the VICTORIA HOTEL, Shamian, Canton, has been dissolved by mutual consent as from the 31st day of December, 1902.

MR. WILLIAM FARMER as from such date entirely takes over and becomes responsible for the business of the VICTORIA HOTEL, Shamian, Canton, Messrs. DORABEE NOWROOZEE and I. P. MADAR as from such date entirely take over and become responsible for the businesses of the NEW VICTORIA and KING EDWARD HOTELS, Hongkong.

Dated this 14th day of April, 1903.

DORABEE NOWROOZEE, I. P. MADAR, WM. FARMER.

4706

For Sale.

FOR SALE.

A NEW MINIATURE BILLIARD TABLE with CUES and BALLS. For Particulars, apply to "P.G." C/o Hongkong Telegraph. Hongkong, 14th April, 1903. 467c

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout. Electrically Lighted. Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables. For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1902. 1116d

DENTISTRY.

SUI-SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 16, Corsochi Road, Central, Hongkong, 9th February, 1903. 136

A SK for ASAHI JAPANESE BEER.

G. Gilmour.

Hongkong, 16th April, 1903. 1434d

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 18th April, 1903, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, Comprising—

SATIN-COVERED DRAWING-ROOM SUITE, TEAKWOOD OVERMANTELS with BEVELLED GLASS, AMERICAN ROLL-TOP DESKS, BLACKWOOD WARE, TEAKWOOD EXTENSION DINING TABLE & CHAIRS, MOROCCO-COVERED SOFA and CHAIRS, MARBLE-TOP DRESSING TABLES with BEVELLED GLASS, FUR RUGS, ELECTRO-PLATED and GLASS WARES, DOUBLE IRON BEDSTEAD with WIRE and HAIR MATTRESSES, MARINBURG'S MAKE WASHSTANDS and DRESSING TABLES, COOKING STOVES, &c., &c.

ALSO BILLIARD-TABLE, CUES, &c., &c.

1 PIANO by Robinson & Co.

1 PIANO by Broadwood.

3 SADDLES and BRIDLES Complete.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 16th April, 1903. 1473c

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR SUPREME COURT, to Sell by PUBLIC AUCTION, on

WEDNESDAY, the 22nd April, 1903, at 11 A.M., at their

SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, THE STOCK-IN-TRADE OF CHEUNG WOO'S FIRM, 43, Queen's Road Central, Comprising—

TWEEDS, FLANNELS, GENTLEMEN'S SHIRTS, FELT & STRAW HATS, LINEN, SOCKS, FLANNELETTES, HANDKERCHIEFS, MONEY PURSES, PERFUMERY, BUTTONS, GENTLEMEN'S BOOTS and SHOES, SCISSORS, NECKTIES, COLLARS, WALKING STICKS, SINGLET, RAIN COATS, BRACES, SOAPS, &c., &c.

ALSO GLASS SHOWCASES, COUNTER, MIRRORS and TABLES will be sold on the Premises, No. 43, Queen's Road Central, at 2.30 P.M.

TERMS.—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 15th April, 1903. 1474c

PUBLIC AUCTION.

THE Undersigned has received instructions from C. EWENS, Esq., to Sell by PUBLIC AUCTION, on

THURSDAY, the 23rd April, 1903, at 2.30 P.M.,

THE WHOLE OF HIS FURNITURE.

(Particulars from Catalogue.)

TERMS.—As customary.

On View from WEDNESDAY, 22nd April.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 16th April, 1903. 1479c

PUBLIC AUCTION.

THE Undersigned has received instructions from A. CUNNINGHAM, Esq., to Sell by PUBLIC AUCTION,

on

MONDAY, the 27th April, 1903,

at No. 14, DES VOEUX ROAD,

(above the Offices of

Messrs. Shewan, Tones & Co.),

commencing at 3.30 P.M.,

THE WHOLE OF HIS FURNITURE;

Also

One COTTAGE PIANO, by Broadwood & Sons;

One SINGER SEWING MACHINE (almost new);

One GENTLEMAN'S BICYCLE;

AND

A Few Pieces of TONKINESE INLAID WARE.

TERMS.—As customary.

Further Particulars from Catalogue.

On View from SATURDAY, the 25th April.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 16th April, 1903. 1480c

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

on

WEDNESDAY, the 29th April, 1903,

at 3 P.M.,

on board, H.M. UNPROTECTED GUNBOATS

"ESK" and "FIREBRAND,"

"ESK," "FIREBRAND,"

"FIREBRAND,"

"FIREBRAND,"

Extreme length.....115 feet.

breadth....34.....23 ft. 6 in.

Displacement,.....363 tons.....455 tons.

Hull.....Iron.

Engines,.....Hawthorn's.

Each with two Cylindrical Tubular Boilers and three wooden masts.

As they now lie in the Harbour of Hongkong.

The Admiralty do not guarantee these ships as fit for further Sea Service.

The Anchors, Mooring Gear, Boats and Boats' Gear will not be sold.

A list of fittings to be sold with the ships

may be seen at the Offices of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers; also on board.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS

SCOTCH WHISKY.

WATSON'S
E CELEBRATED
BLENDVERY OLD LIQUEUR
SCOTCH WHISKY.A blend of the finest WHISKIES
distilled in SCOTLAND, of great age, very
fine and mellow.Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.

Per Dozen \$16.50

The following are also recommended,
and are unsurpassed in quality:—

Per Doz.

A.—THORNE'S BLEND \$12.00

B.—GLENORCHY, MELLOW

BLEND, a fine 'SODA'

WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND OF THE
FINEST OLD MALT SCOTCH
WHISKIES 16.00A. S. WATSON & Co.,
LIMITED,

THE HONGKONG DISPENSARY.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM

FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS.ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1903.

[728d]

CARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[355e]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.BIRKIN,
On the 9th April, the wife of A. D. LAND U.
Esq., of a son. Home papers (American)
please copy.

DEATH.

On the 11th April, at 9.45 p.m., at No. 2
Ward Road, Shanghai, REGINALD EUSTACE,
the third and dearly beloved son of James and
Amanda C. Feilherstonhaug, aged three years.The Hongkong Telegraph
HONGKONG, FRIDAY, APRIL 17, 1903.

THE IMPORT TARIFF.

The revised Import Tariff of which so
much has been heard and written since the
conclusion of the Peace Protocol at Peking in
1901 is again brought to our notice by its
acceptance on the part of the representatives of
Italy and Russia on the 28th March. It
will be binding upon the subjects of those
countries on and after the 27th April (1st
day of the 4th moon). The following
additions to the tariff will come into force
on the same day:—

Name of Article.	Tariff Unit and Duty.
Per	PER TH.
Cotton Piece Goods	Yard
Dyed Moleskins	Value
Undyed Moleskins	5 per cent.
Fish, Salmon Bellies	"
Ginseng, Wild	"
Horns, Deer	Picul
" Old	1,500
" Young	8,500
(Northern)	Pair
Lemons, Fresh	Thousand
Marble	Value
Skins:	5 per cent.
Jaguar	Hundred
Bear	Value
Beaver	5 per cent.
Deer	"
Dog	"
Foumar	"
Fox, Arctic (White)	100 pairs
" Legs	0.350
" Red	0.137
Goat	Hundred
Hare	Value
Lamb	Hundred
" Unborn	Value
Land-otter	5 per cent.
Lynx	Hundred
Marten	Value
Raccoon	Hundred
Seal	Value
Sheep	Hundred
Squirrel, with Tails	Value
" without Tails	5 per cent.
Wolf	Hundred
	0.700
	12,500

YUAN SHIH-KAI, AND THE
KWANGSI REBELLION.According to telegraphic information re-
ceived yesterday evening in Hongkong and
Canton from Peking and Tientsin the Imperial
Throne has issued an Edict appointing
Viceroy Yuan Shih-kai to be commander-in-
chief of the forces in South China, where he
will take charge of military operations against
the Kwangsi rebels. It is also reported that
a later telegram from the North is to the
effect that Yuan Shih-kai was completing
final arrangements, and had given Viceroy
Sheng To Fun charge of affairs in Chihi
Province. If such information is reliable we
may soon expect definite action being taken
in connection with the rising, as it will not
be denied that Yuan Shih-kai is a great
power in China and has thoroughly mastered
the difficulties of drilling and arming native
troops. In conjunction with the late Yung
Lu and Tung Fu-hsiang he was appointed
to centralise the command of the military
forces of the Empire, or, at least, the provinces
north of the Yangtze, and as the outcome
of Yuan's representations to the Throne an
Imperial Decree was issued sometime since
to the following effect:—"In the method of
training military men it is necessary to avoid
having different systems in various parts of
the country, and we have already issued
Imperial Decrees several times warning the
Viceroy and Governors of the several
provinces to keep unity in the Chinese military
system by re-organizing the same; but
recently upon receiving reports from various
provinces, we have found them to be merely
exaggerated and misleading episites and that
nothing substantial has in reality been done,
We fear that they will never succeed in
properly re-organizing the military system
with uniform success. We have investigated
the military systems of Peiyang (Chihi) and Hupeh and found their new
foreign-drilled troops in a splendid condition
of efficiency, and we are now desirous to
apply the same system to other provinces.
Therefore, we hereby command the Viceroy
and Governors of Honan, Shantung and
Shansi to despatch at once military officers
and drill sergeants, selected from each
province, to Peiyang to be properly trained there.
We also command the Viceroy and Governors
of Kiangsu, Anhui, Kiangsi and Hunan
to despatch at once military officers and
drill sergeants selected from each province
to Hupeh to be properly trained. After
their training is finished these men are to be
ordered back to their own provinces in order
to take control of the new recruits to be
trained under the system which they have
learnt, so as to keep uniformity. Once aNever pass LeMunyon's New Store without
stepping in. He always has something to
please you.—Advt.WHILE Mr. J. Ross, of the Water Department,
was superintending the fixing of certain pipes
in a well at Tai Tam Tuk, the ladder on
which he was standing suddenly gave way and
precipitated him down the well, a distance of
about thirty-five feet. Although he sustained
some nasty injuries, he is at present doing well.It is reported from London that the report of
the Engineering Standards Committee was
issued on March 2nd. It is estimated that their
decisions will result in the adoption within
twelve months of a British standard of sections,
saving some millions sterling. The reduction
in the cost of structural steel alone will be
£75,000 annually.Keep up with the times and have your Develop-
ing and Printing done at LeMunyon's. His
work is of the very best and thoroughly
guaranteed.—Advt.HAVING made a profit of £1,100,000 on their
first year's trading, the Imperial Tobacco Com-
pany announce an advance of 8d per pound in
the price of pound and half-pound packages of
all brands of tobacco. Within a very little, this
increase will, it is stated, bring the prices back
again to the level at which they stood before
the tobacco war began.It will be seen on reference to our advertise-
ment columns that the Polo Club Gymkhana
will be held at the Happy Valley and Race
Course to-morrow. The first saddle bell
will be rung at 2 p.m., and at 2.30 the polo pony
race will open the proceedings. Then follow
a mile flat race, six furlong flat race, ladies
nomination rosette race, and a steeplechase.Bring your pictures to LeMunyon's to be
framed. He has the very latest patterns in
picture moulding, and is sure to please you.—
Advt.THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.year, both in Peiyang and Hupeh, after due
Imperial sanction has been received, we will
despatch high military officials to these
provinces to inspect the troops and report
upon the results of the new training and
give their opinion as to their superiority, or
inferiority with unbiased criticism, so as to
satisfy the Government, whose desire it is to
have a properly reorganized military defence
and to create a strong and substantial army.
As to the minute regulations we hereby
order Yuan Shih-kai and Chang Chih-tung
to discuss the same and after making due
report and getting the Imperial sanction, it
will be promulgated throughout the Empire.It will thus be seen that whatever motives
he may have Yuan knows well what he is
doing so far as military operations are
concerned. When holding the post of General
over some 10,000 men at Hsiaochang, near
Tientsin, he showed his progressive
tendencies by spending much of his private
money in order to have his troops properly
drilled; and his army became very efficient.
But there is another side to the question, in
asmuch as Yuan seems lacking in necessary
strength of character, and if he should
follow in the steps of others affairs in the
South will call for prompt action on the
part of the Powers. A Wuchow despatch to
the *North China Daily News* states that
Marshal Su is evincing unwillingness to
leave his post for Peking, as commanded by
a recent Imperial Decree, nor has he turned
over his seals of office—the Provincial
Commander-in-Chief of Kwangsi—and the
command of his personal corps of 10,000
to General Huang, his successor appointed
by the Throne. As Marshal Su's army is
the only compact, organised, and properly
armed large body of troops available in
Kwangsi province at the present juncture,
Governor Wang Chih-chun, with his mis-
cellaneously armed and loose rabble of an
army, is at a loss what to do, since he has
neither the men nor the ability to enforce
the Imperial Decree and arrest Marshal Su
if he refuses to surrender his command and
go up to Peking. It is understood in Can-
ton and among certain parties in Hongkong
that Yuan Shih-kai will leave Tientsin at
the end of this month and will come here
in the cruiser *Hai Che*, the flagship of
Admiral Sa, who will accompany him to
Kwangsi, and that one of Admiral Ho's
gunboats will take them from Hongkong to
Canton. It seems a probable story and may
be the result of the determined attitude
adopted by France. We await with interest
further news on the subject.The lighting of the city of Macao by electric
light is within measurable distance of accom-
plishment. Quite recently the local Municipal
Council petitioned the Government to sanction
the ratification of a contract which the Com-
missioners have entered into to supply electric
lighting for the city in place of the old oil
lamps. The Governor's approval of the change
has been obtained.The *Discovery's* sledges reached eighty-two
degrees; seventeen minutes; not eighty as
reported owing to a telegraphic error. The
sledging parties underwent terrible hardships
and had hairbreadth escapes from falling into
bottomless crevasses. The tinned foods proved
rotten, and they killed all their dogs. One party
reached an altitude of nine thousand feet.
Respiration was most difficult.

Dr. Dempwolff, who succeeded Professor Roch

as head of the German Expedition for the

prevention of malaria in German New Guinea,

states that he has discovered the existence of

an aquatic insect which destroys the an-

ophelus mosquito, said to be the originator of

malaria. He proposes to cultivate these useful

insects by artificial means, and, in this way,

hopes to exterminate the malaria mosquito.

As will be seen in our advertising columns
the gunboats *Esk* and *Firebrand* have been
condemned by the Admiralty, and are to be
offered by Messrs. Hughes and Froug for sale
by public auction on the 29th instant. The
Esk was built at Jarrow in 1877 at a cost of

£21,112, and left Sheerness for the China

Station in 1878. The *Firebrand* was built at

Glasgow in 1876 at a cost of £25,473, and has

been on the China Station for upwards of

twenty years. Both are composite gunboats,

(Saturday) evening, from 8 to 9.30 p.m.

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PROGR. MME.

March. "Marmon" ... Atterley

Entrance. "Le

TELEGRAMS.

(Reuters.)

The Strikes in Holland.

London, 15th April. The strikes in Holland are collapsing.

The French President's Tour.

President Loubet has left Marseilles.

The Resignation of M. Revol.

M. Edgar Combès, son of the French Premier, has requested the Public Prosecutor to institute proceedings with a view to elucidating the insinuations of M. Grenoble in the *Petit Dauphin* that he had offered to secure permission for the Carthusian Monks to remain in France for a large sum of money. M. Revol, who is a nephew of the proprietor of the *Petit Dauphin*, is obscurely connected with this affair.

The Bagdad Railway.

The Directorate of the Bagdad Railway at present consists of nine Germans, seven Frenchmen, two Swiss and one Austrian. The conditions for the participation of British capital are not yet definitely settled. The nominal capital of Frs. 30,000,000 mentioned yesterday was share capital.

The Suez Canal Blocked.

A barque sunk by a Russian cruiser has been blocking the Suez Canal since Monday; the *Orizaba* and *Plasty* are delayed in consequence.

LATER.

The Suez Canal Block.

The Suez Canal is now open to traffic. President Loubet's Tour.

President Loubet has arrived at Algiers; in the afternoon the foreign warships simultaneously saluted with 21 guns.

(Der Osteuropäische Lloyd)

Royal Amenities.

Berlin, 9th April. The Emperor thanked King Christian of Denmark very heartily for the splendid reception in Copenhagen and the way he was entertained in the family of his host, the form being such that he could consider himself a son of the King. The Emperor's letter was accompanied by a valuable birthday present for King Christian.

Strike in Holland.

The strike in Holland is becoming general. The troops have been called out and made a number of arrests. The railway labourers are keeping quiet; about twenty per cent of them are striking, but notwithstanding this strike is also considered serious. The Government intended first to suppose the reading of the dis�ed anti-strike bill, expecting to bring the strike to an early end thereby. But the second Chamber of the States General have in the meantime already passed the first article of the bill. The Socialists intend now to use every means of obstruction.

British Shipping Strikes.

The steamer companies at Hull and London have resumed their service. The strike of their crews affected also the transport of German merchandise.

Future of Krupps.

The organisation of the Krupp works into a limited company will take place on July first.

(N. C. D. News.)

Stranding of the "Victoria."

Cape Town, 6th April. The British steamer *Victoria*, from Fujet Sound for Tientsin, with lumber, stranded on Thursday forty miles from Chefoo, a few points north of where the *Orizaba* struck. She has seventeen feet of water in her hold. No lives lost. The chief officer arrived in one of her life-boats at Chefoo on Friday. The Chinese cruiser *Haiyung* has gone to her assistance. The steamer *Victoria*, Capt. Capt. Casey, 1507 tons, left Port Gamble on the 5th ult. for China. The C. M. S. *Hean* which arrived at Shanghai on 12th inst. from Tientsin reported: At 5 p.m. on the 10th instant, passed a steamer which was flying the signals "H. N. V. L." (*Victoria* London) ashore on a rocky reef, Siachushan (Little Bamboo Island), 11 miles E. S. E. of Chefoo. Her crew had canvas tents rigged up ashore. On her deck she had lumber. There was good protection from N. and N. E. winds. At the time of passing, the sea was smooth and the weather fine.

The Naval Review at Kobe.

Tokio, 11th April. The grand review at the conclusion of the naval manoeuvres was held on the 10th inst. at Kobe, when 28 ships and 34 torpedo craft were ranged in four lines, the ships being formed by seven foreign vessels, two of which were British, and one each American, French, German, Italian, and Russian. The Emperor's ship steamed slowly round, after which His Majesty gave audience to the Foreign Ministers and Naval Officers. A luncheon was then given on board the *Asama* and *Izumo* to foreigners and Japanese, 1,300 covers being laid.

The Emperor, in his message, praised the obvious progress of his fleet, and declared that the condition of the nation at present depends on the development of their navies. He urged his officers and men to renew their exertions to consummate his wishes.

RELIC OF THE BATTLE OF MANILA BAY.

The following account of the raising of the *Reina Cristina* in Manila Bay, is taken from the *Cable news* of the 13th inst.:The *Reina Cristina*, Admiral Montojo's flagship, has been raised six feet from the muddy bay off Cavite and will be floated on Wednesday next. The ship condemned as worthless has been successfully raised notwithstanding the boos-hoos of the naval experts, and from personal observation it is found that she was scuttled and not sunk by the Americans.There are eighty skeletons aboard the *Cristina*, among which it looks as though the Captain of the sunken cruiser is among the unrecognizable bodies. The only basis for the surmise is that an officer's sword, badly corroded, was found in the Admiral's cabin adjoining the remains found there, and on the basis of Ad.ASK for ASAHI JAPANESE BEER—
G. GiraultASK for ASAHI JAPANESE BEER—
G. Girault

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.
GLASGOW and LIVERPOOL	"AJAX"	On 18th May.
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th May.
GLASGOW and LIVERPOOL	"PELEUS"	On 1st June.

S.S. "KEEMUN" has arrived and leaves for Japan and Pacific ports to-morrow.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LIVERPOOL via MARSEILLES	"PINGSUEY"	On 20th April.
MARSEILLES, L'ION & A'WERP	"DEUGALION"	On 28th April.
MARSEILLES, L'DON & A'WERP	"JASON"	On 13th May.
LIVERPOOL via GENOA	"AGAMEMNON"	On 17th May.
MARSEILLES and ANTWERP	"TANTALUS"	On 21st May.
LONDON	"PATROCLUS"	On 26th May.
LONDON	"CALCHAS"	On 9th June.
LIVERPOOL via GENOA	"HYSON"	On 12th June.

"PINGSUEY" for Marseilles and Liverpool left Shanghai on the morning of the 17th instant and is expected here on 20th instant, a.m.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	On 19th April.
all PACIFIC COAST PORTS	"AJAX"	On 20th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and TIENTSIN	"KWBIAHNG"	17th instant.
SHANGHAI	"SINGAN"	20th "
MANILA	"TAIYUAN"	21st "
PORT DARWIN, THURSDAY IS.	"TAIYUAN"	21st "
COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	21st "
MANILA	"SUNGKUANG"	22nd "
CEBU and ILOILO	"KAI FONG"	22nd "
KOBE	"TSINAN"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking cargo and passengers at through rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th April, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 18th April, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 25th April, at 10 A.M.
PERLA	1980	J. McGinty	MANILA (via AMOV)	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 11th April, 1903.

[1203d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship Tons Captain To Sail
"INDRAVELLI" 4,999 W. E. Craven April 24, 1903.
"INDRAPURA" 4,999 A. E. Hollingsworth May 14, 1903.
"INDRASAMHA" 5,97 R. P. Craven June 14, 1903.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations. Steamers. Captains. Sailing Dates.

FOR TAMSUI*...."DAIGI MARU"T. W. Groves. SUNDAY, 19th April.

FOR FOOCHOW*...."ANPING MARU"J. Goto. WEDNESDAY, 22nd April.

FOR TAMSUI*...."DAIJIN MARU"T. Ogata. SUNDAY, 26th April.

FOR ANPING*...."MAIDZURU MARU"T. Saito. WEDNESDAY, 29th April.

* via SWATOW and AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's. Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamer for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 16th April, 1903.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th January, 1903. [350]

STEAM TO CANTON.



FRENCH MAIL

TWIN SCREW

S. "SAGAMI,"

FROM NEW YORK.

CONSIGNEES of cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, at

Kowloon, whence and/or from the wharves

delivery may be obtained.

A General Average Bond lying at the Office

of the Undersigned has to be signed and a

deposit paid before delivery of cargo can be

obtained.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 11th April, 1903. [459a]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN,
COLOMBO, PENANG AND

SINGAPORE.

THE Company's Steamship

"CHINA,"

having arrived, Consignees of cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, at

Kowloon, whence and/or from the wharves

delivery may be obtained.

Optional cargo will be discharged here, unless

notice to the contrary be given immediately.

No claims will be admitted after the Goods

have left the Godowns, and all claims must be

sent in to the Office of the Undersigned before

Noon, on the 21st instant, or they will not be

recognized.

No fire insurance has been effected, and any

Goods remaining in the Godowns, after the 21st

instant, will be subject to rent.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 15th April, 1903. [459b]

NOTICE TO CONSIGNEES.

S. "INDRAVELLI,"

FROM PORTLAND (OR), YOKOHAMA,

KOBE AND MOJI.

THE above steamer having arrived, Consignees of cargo are hereby requested to send in their bills of lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No fire insurance will be effected by us in

any case whatever.

ALLAN CAMERON,

General Agent.

Hongkong, 15th April, 1903. [1266c]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"FRANZ FERDINAND,"

A Mail will close:—
anton—Per *Hankow*, to-morrow,
nila—Per *Zafiro*, to-morrow, 9 A.M.
bow and Haiphong—Per *Hothao*, to-
A.M.
nila—Per *Rohilla Maru*, to-morrow,
nghai, Nagasaki, Kobe, Yokohama,
and San Francisco—Per *Siberia*, to-

VESSELS IN PORT

STEAMERS.

BORNEO, German steamer, 2,168, S. Muhle, 6th April,—Sandakan 1st April, General.—Melchers & Co.

CASSIUS, Ger. s.s., 2,320 F. Gerlach 15th Apr.,—Woosung 11th Apr., Gen.—Lauts, Wegener & Co.

CHING WO, British steamer, 3,115, Parkinson, 3rd April,—Singapore 27th Mar., General.—Butterfield & Swire.

COPTIC, Br. s.s., 2,744, J. H. Rinder, 15th Apr.,—San Francisco 19th Mar., and Shanghai 13th Apr., Mails and Gen.—O. & O. S. S. Co.

DAIGI MARU, Jap. s.s., 847, T. W. Groves, 15th Apr.,—Tamsui 12th Apr., Amoy 13th, and Swatow 14th, Gen.—Osaka Shosen Kaisha.

DAIVA MARU, Jap. s.s., 1,733, D. Yoshida 16th Apr.,—Moji 10th Apr., Coal.—H. U. Jeffries.

DAPHNE, German steamer, 1,290, E. Schipper 13th April,—Java 5th April, Sugar.—E. A. Trading Co.

EASTERN, British steamer, 3,500, Winthrop Ellis, 5th April,—Kobe 31st Mar., General.—Gibb, Livingston & Co.

EMPEROR OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 14th April,—Vancouver 24th Mar., and Shanghai 11th April, Mails and General.—C. P. R. Co.

ESCALONA, British steamer, 2,974, Fairweather, 23rd Mar.,—Port Said 20th Feb., General.—David Sassoon & Co., Ltd.

FORMOSA, British steamer, 686, J. W. Evans, 8th April,—Manila 4th April, General.—Douglas, Lapraik & Co.

HONIAO, Fr. s.s., 509, M. Merlees, 15th Apr.,—Haiphong and Hoihow 14th Apr., Rice.—A. R. Marty.

HOKOKU MARU, Japanese steamer, 1,715, K. Yashimatsu, 30th Mar.,—Moji 25th Mar., Coal.—Becker & Co.

HOLSTEIN, German steamer, 985, H. Lorenzen, 13th April,—Saigon 8th April, Rice and General.—Jebsen & Co.

HUE, French steamer, 704, G. Godinan, 31st Mar.,—Haiphong and Kwong-chow-wan 30th Mar., General.—A. R. Marty.

IVADES, American steamer, 2,932, G. Wright, 15th Mar.,—Tacoma 2nd Feb., Yokohama, Kobe and Moji 9th Mar., General.—Doddwell & Co., Ltd.

INDRAVELLI, Br. s.s., 3,152, W. E. Craven, R.N.R., 14th Apr.,—Portland, Or. and way ports 8th Mar., Gen.—Portland and Asiatic Co.

KAGA MARU, Japanese steamer, 3,906, Geo. Anderson, 12th April,—Shanghai 7th April, General.—Nippon Yusen Kaisha.

KILBURN, Br. s.s., 2,111, C. Robertson, 15th Apr.,—Moji 10th Apr., Coal.—Order.

LENNOX, British steamer, 2,362, F. Waven, 8th April.—Moji 2nd April, Coal.—Jardine.

VISITORS AT THE HONGKONG HOME

HOTEL.

Aalst, F. A. van	Howard, Thos.
Addis, Mr. and Mrs. and servant	Howe, L. P. Hoyes, G.
Airey, Staff-Paymaster and Mrs.	Hudd, B. Hughes, Mrs and Miss
Bailey, W. S.	Icely, Rev. F.
Baker, H. H.	Jaffi, D.
Barrett, H.	Jones, H. B.
Barrett, E. G.	Jameson, Mr. and Mrs.
Bogley, H. T.	Joseph, Mr. and Mrs.
Bergh, J. F. B. Vanden	Katsch, E. A.
Bissell, E. V.	Kirkwood, J.
Black, Mr. and Mrs.	Langley, A. L.
Blackwood, Miss A. J.	Lebrun, H.
Bolton, Mrs. W. H.	Leenin, D. C. J. von
Hoggan, Mr. & Mrs. R.	Marriott, Dr. A.
Bonner, V. E.	Mas', Mr. and Mrs. E.
Borthwick, Mr. & Mrs. R. W.	Mast, S. E. McAdam, W. H.
Bottenheim, Mr. and Mrs.	McAran, T. P. McGinn, M.
Bragg, Gen. and Mrs.	Moon, D. H.
Brigstock, Mr. & Mrs.	Murphy, Mr. and Mrs.
Brown, W. B.	E. O.
Brown, W. S.	Neill, W. L. O.
Brown, J. A.	Newman, M. K.
Bunner, Mr. and Mrs. W. C.	North, R. N., C. J. Ollis, Mr. and Mrs. and nurse
Burt, B.	Parfitt, W.
Carte, Maj. I. E.	Pinkerton, W. A.
Chapman, F.	Rankin, J.
Chew, W. R.	Ranney, Mr. and Mrs. F. O.
Cohen, Mr. and Mrs.	Reade, J.
Cole, C. E.	Reid, H. J.
Colson, J. S.	Russell, Mr. and Mrs. A.
Coppmann, J. W.	Ryder, G. W.
Crone, J. W.	Salter, Miss J. W.
Cunit, J. W.	Salter, C.
Dean, Mrs. F. W.	Schott, L.
Dellas, Mrs.	Sherman, Mr. and Mrs. R. H.
Derbyshire, J. H.	Skott, C.
Douglas, Capt. & Mis. J.	Smith, D. H. S.
Downing, T. C.	Snewin, E. A.
Doyne, Mrs.	Somerville, Geo.
Dral'e, S.	Stonier, Miss
Edwards, F. W.	Taylor, J. W.
Ellis, Mr. and Mrs. A.	Taylor, Capt.
Fanre, L.	Thomas, J. A.
Fisher, H. G.	Thomson, Dr. J. C.
Fortis, Mr. and Mrs. J.	Umbertaller, Mr. and Mrs.
Fox, H. H.	Umney, E.
Gaisberg, F. W.	Utsumi, S.
Gause, F. T.	Waller, Mrs. R.
Georg, C.	Waller, R. A.
Gibbs, Misses (2)	Warren, Mr. and Mrs.
Glover, C.	Washburn, W. S.
Goyoso, J. L.	Watkins, C. A.
Grant, Powell	Watson, G.
Hal'wright, Dr. & Mrs.	Whitton, Mrs. A. M.
Hampshire, Mrs.	Wilkinson, M.
Hart Buck, Mr.	Winthrop, B.
Heckford, R. G.	Woolmer, Mr. & Mrs.
Herbert, A.	Zandt, R. L. Van

THE SHARE MARKET

LATEST QUOTATIONS

APRIL 17th.

Stocks.	PAID UP VALUE.	LAST DIVIDEND.	LATEST QUOTATION.
Hongkong and Shanghai Banking Corporation	\$ 125	Div. of £1.10/- and bonus of 10/- @ 1/7 = £25.26 for half-year ending 31/12/1902.	\$685
National Bank of China, Limited	£ 8	3/16 on A. shares for 1902	\$25 buyers
Do. Founders...	£ 1	£1.96/- on B. shares for 1902	\$10
None on Founder shares.....		None on Founder shares.....	
Union Insurance Society of Canton, Limited...	\$ 100	60 per cent = \$30 per share for 1901	\$535 sales
China Traders' Insurance Company, Limited...	\$ 25	16% = \$4 for year ended 30/4/1902	\$60 sellers
North China Insurance Company, Limited ...	£ 25	Final of 4% making in all 8% for 1901	Taels 200
Yangtsze Insurance Association, Limited	\$ 60	70% = \$12 for 1900	\$140 buyers
Canton Insurance Office, Limited	\$ 50	28% = \$14 per share for 1901	\$165 buyers
Hongkong Fire Insurance Company, Limited...	\$ 50		
China Fire Insurance Company, Limited	\$ 20	\$22 1/2 per share for 1901	\$310 sellers
		\$6 per share for 1901	\$83 sellers
Hongkong, Canton, and Macao Steamboat Company, Limited	£ 15		
Indo-China Steam Navigation Company, Limited	£ 10	£1 1/2 for half-year ending 31/12/1902	\$38 1/2 sales
China and Manila Steamship Company, Limited	£ 50	Fin. of 12/- making £1 per share for 1901	\$107
Do.	£ 25	10% for 1900	£25 buyers
Douglas Steamship Company, Limited	\$ 50	Div. of \$3 per share for year ended 30/6/1902	nominal
'Star' Ferry Company, Limited	£ 10	\$1.20	\$43
'Shell' Transport and Trading Company, Limited	£ 5	12% for year ending 30/4/02	\$27 buyers
Shanghai Tug Boat Company, Limited	Taels 100	2nd Interim of 9d. making 2/- for 1901	\$15 buyers
Taku Tug and Lighter Company, Limited.....	Taels 50	Final of 7% making 20% for 1902	Taels 340 sales
Shanghai Cargo Boat Company, Limited	Taels 100	Final of 5% making 7% for the year	Taels 50
Co-operative Cargo Boat Company, Limited	Taels 100	Final of 7% making 13% for 1902	Taels 170 sales
Final of 7% making 13% for 1902			
China Sugar Refining Company, Limited	\$ 100		
Cuzon Sugar Refining Company, Limited	\$ 100	Fin. of \$7 making \$12 for 1901	\$110 sellers
Perak Sugar Cultivation Company, Limited ...	Taels 50	\$3 per share for 1897	\$10
		Fin. of 7% making 12% for the year	Taels 70
Punjom Mining Company, Limited	£ 10		
Punjom Mining Preference Shares	£ 1	None	\$3
Société Française des Charbonnages du Tonkin		None	35 cents
Elebu Mining and Trading Company, Limited.....	Francs 250	Int. of Frs. 30 per share for 1901	\$600
Raub A'lian Gold Mining Company, Limited...	£ 5	5% for 1/2-year end. 31/7/94 (Coupon 9)	\$1 buyers
Chinese Engineering & Mining Company, Ltd...	£ 18s. 10d.	No. 12 of 1/- per share	\$9 buyers
	£ 1	7 1/2% = 1/6 per share (Coupon No. 1)	Taels 7 1/2 sellers
Hongkong and Whampoa Dock Company, Limited	£ 50	Div. of 10% and bonus of 2% for half-year ending 31/12/02	\$217 sales
C. Farham, Boyd & Co., Ltd.	Taels 100	Interim of Tls. 7	Taels 192 1/2 sales
Hongkong and Kowloon Wharf and Godown Company, Limited	£ 50	Final of \$2 1/2 making \$4 1/2 for 1902	\$95 buyers
New Amoy Dock Company, Limited	£ 64	\$2 1/2 for 1901	\$39 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited	Taels 100	Final of Tls. 12 making Tls. 18 for 1902	Taels 300 sellers
China Provident Loan and Mortgage Company, Limited			
Hongkong Land Investment and Agency Company, Limited	\$ 10	8% = 80 cents per share for 1902	\$9 1/2 sales and buyers
Kowloon Land and Building Company, Ltd...	\$ 100	Final of \$6 making \$12 for 1902	\$175
West Point Building Company, Limited.....	\$ 30	\$2.30 per share for 1902	\$40
Hongkong Hotel Company, Limited	£ 50	Final of £1.60 making £3.10 for 1902	\$55
Riente Hotel Company, Limited (Manila).....	£ 50	\$6 for 2nd half-year making \$12 for 1902	\$148 sales and buyers
Stor House Hotel Co., Limited (Shanghai) ...	£ 50	8% = \$4 for half-year ending 31.12.1900	\$30
Hôtel des Colonies Co., Ltd. (Shanghai)	£ 25	15% for half-year ending 31.12.01	\$30 sales
Queen's Hotel (Wei-hai-wei)	Taels 25	First year	Taels 17 sales
Umphreys Estate and Finance Company, Limited	Taels 25	First year	Taels 25
Shanghai Land Investment Company, Limited.	\$ 10	9 per cent. for 1902	\$12 1/2 sales
	Taels 50	Interim of 6% for 1902	Taels 114 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10		
Two Cotton Spinning and Weaving Company, Limited	Taels 100	Final of 60 cents making \$1 per share	\$16 1/2 sales
International Cotton Manufacturing Company, Limited	Taels 100	3% for period ended 31.10.97	Taels 40 buyers
Chau-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Interim of 3% on account of 1898	Taels 40 buyers
Yip Chee Cotton Spinning Company, Limited	Taels 500	Int. div. of 4% on acct. of 1898 on 6,000 shares	Taels 45 sales
	Taels 500	4% for period ended 31.12.00	Taels 160
CIGAR AND TOBACCO COMPANIES.			
Albion, Limited	\$ 500	25% for year ending 30.6.1900	\$350 buyers
Philippine Tobacco Trust Co., Limited	\$ 50	None	\$18
Shanghai-Sumatra Tobacco Company, Ltd.....	Tls. 20	Final of Tls. 2.60 making Tls. 4.60 for the year	Taels 60 sales
MISCELLANEOUS.			
Green Island Cement Company, Limited	£ 10	12% = \$1.20 per share for 1902	\$22 1/2 buyers
China-Borneo Company, Limited	£ 12	First year	\$10 buyers
S. Watson & Co., Limited.....	£ 10	Interim of 5% for 1902	\$15 buyers
Watkins, Limited.....	£ 10	\$1 per share for 1902	\$7 1/2
Hongkong Electric Company, Limited	£ 10	80 cents for year ending 30.4.1902	\$13 1/2 buyers
Hongkong Electric Company, Limited	£ 5	40 cents for year ending 30.4.1902	\$7 1/2 buyers
Hongkong and China Gas Company, Limited	£ 10	10% div. and 1% bonus for 1901	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	£ 50	\$10 for 1902	\$112 1/2
Co. Fenwick & Co., Limited	£ 25	15 per cent = \$3.75 for 1901	\$50 buyers
Hongkong Ice Company, Limited	£ 25	Final of \$12, making \$16 for 1902	\$235 buyers
Hongkong High-Level Tramways Co., Ltd.	£ 100	\$18 for year ending 31.12.1902	\$325
Milk Farm Company, Limited	£ 6	75 cents for year ending 31.7.1902	\$111 buyers
Hongkong and China Bakery Company, Limited	£ 50	5 per cent. = \$2 1/2 for 1901	\$40
Campbell, Moore & Co., Limited	£ 10	Div. of \$2 1/2 for 1901	\$42 1/2 sales
Hell's Asbestos Eastern Agency, Limited	£ 12s. 6d.	80 cents per share	\$3 buyers
United Asbestos Oriental Ag'cy, Limited	£ 4	\$19.80 per share	\$9 buyers
Do. Founders.....	£ 10	Interim of \$1.20 per share	\$155
Universal Trading Co., Limited	£ 20	Final of 6% making 12% for the year	\$22 buyers
Hongkong Steam Water-boat Co., Limited	£ 10	None	\$11.90 buyers
China Light and Power Co., Limited	£ 20	5% = \$2 1/2 for half-year 1901	\$10
Robinson Piano Co., Limited	£ 50	None	\$50 buyers
Amila Investment Co., Limited	£ 50	5% = \$2 1/2 for half-year 1901	\$15 buyers
William Powell, Limited	£ 10	Final of 50 cents making \$1 per share	\$10 buyers
Maatschappij tot Mijn-, Bosch-en Landbouw	Guilder 100	Interim Dividend of Tls. 71 per share	

BENJAMIN, KELLY & POTTS,
Share Brokers

STEAMERS EXPECTED.

STEAMERS EXPECTED.			
VESSEL'S NAME	FROM	AGENTS	DUE
Aledonien	Saigon	Messageries Maritimes	April 19th
Iroshima Maru	Shimonoseki	Nippon Yusen Kaisha	April 20th
America Maru	Japan	Pacific Mail S. S. Co.	April 23rd
Asisang	Calcutta	Jardine, Matheson & Co.	April 25th
Althrie	Port Darwin	Gibb, Livingston & Co.	April 25th
Artar	Vancouver	Canadian Pacific Railway Co. ...	April 26th
Corea	San Francisco	Pacific Mail S. S. Co.	May 2nd
Adrapura	Portland, Or	P. & A. S. S. Co.	May 11th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish the office, on the forms already supplied gratis, with the latest available information every day.

SALE
OF
MUSLINS.

April 1st to 30th.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

SALE
OF
SILKS.

April 1st to 30th.

BARGAIN SALE OF

MILLINERY! MILLINERY!!

25

PARIS MODELS REDUCED FOR 6 DAYS ONLY
MUST BE CLEARED.

50

FANCY COLOURED STRAWS.

NEWEST SHAPES AT A SPECIAL PRICE OF

\$1.90.

WORTH FROM \$3.00 TO \$5.00.

RICH SILK SKIRTS AT \$12.50.

THE ABOVE ARE FAR BELOW COST AND WILL WELL REPAY A VISIT.

April 14th.

R. G. HECKFORD,
MANAGER.